46TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { REPORT No. 1462.

ASSAY OFFICE IN SAINT LOUIS, MISSOURI.

MAY 18, 1880.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. BLAND, from the Committee on Coinage, Weights and Measures, submitted the following

REPORT:

[To accompany bill H. R. 6025.]

The Committee on Coinage, Weights and Measures, to whom was referred bill H. R. 6025, report:

The policy of our government has been, and is now, to establish assay offices and mints at points where there is any considerable amount of the precious metals refined. This policy is intended to encourage and facilitate the mining for the metals out of which our currency or money is made. The necessity for this policy at the present time is greater than ever before in our history. We must, in a very great degree, depend upon our supply of these metals to maintain a policy of resumption. We cannot expect the importation of bullion to continue in sufficient quantities to meet this demand. To show that this has been the policy, the following memoranda, by request, is furnished the committee by the Director of the Mint:

Memoranda relative to establishment of mints and assay offices.

The deposits of gold bullion at the mint at Philadelphia during the year 1837, from the mines of the Southern States, were as follows, viz: Virginia, $52,100; North Carolina, $116,900; South Carolina, $29,400; Georgia, $83,600.

In 1838, the year in which operations were commenced at Charlotte, Dahlonega, and New Orleans, there were deposited at—

Philadelphia.—Virginia, $55,000; North Carolina, $66,000; South Carolina, $13,000; Georgia, $36,000.

Charlotte.—From all domestic sources, $127,000.

Dahlonega.—From all domestic sources, $135,700.

New Orleans.—From all domestic sources, $700.

During the same year (1838) the deposits of *silver* at Philadelphia amounted to $2,301,200, principally from Mexico and South America, and at the mint at New Orleans $237,000.

The mint at San Francisco commenced operations in 1854.

In 1853 the deposits of domestic gold bullion at Philadelphia amounted to the sum of $52,843,787.

In 1854, at Philadelphia, $35,713,358.

In 1854, at San Francisco, $10,842,281.

In 1854, at New York, $9,227,177.

The assay office at New York was started the same year, 1854.

The mint at Denver commenced operations as an assay office in 1864.

The deposits at the mints in 1863 from Colorado were $1,896,330, and in 1864 $1,650,355. At Denver the same year, $186,330.

The assay office at Helena was opened in 1877. The previous year the deposits from Montana were, in gold, $1,933,356, and in silver, $203,729. In 1877, the mints received from the same source $2,050,011 in gold and $467,433 in silver, and the assay office at Helena received $140,300 in gold and $62,163 in silver.

Deposits of domestic gold and silver at the several mints and assay offices during the year ended June 30, 1879.

	Gold.	Silver.
Philadelphia	$188,092	$5,457,143
San Francisco	28,907,727	13,061,977
Carson	318,736	1,020,660
Denver	410,889	6,120
New Orleans	.....	824,944
New York	8,203,578	6,234,635
Boise	67,266	4,218
Helena	404,762	324,697
Charlotte	48,656	333

Deposits of native bullion from various mining sections where assay offices or mints are located.

	Denver.	Helena.	Boise.	Carson.	Charlotte.	At all other mints.
Colorado	$401,440	.....	.....	.....	.....	$4,910,209
Montana	.....	$729,459	.....	.....	.....	2,250,566
Idaho	.....	.....	$67,682	.....	.....	863,105
Nevada	.....	.....	.....	$1,234,960	.....	6,382,176
North Carolina	.....	.....	.....	.....	$42,008	39,386

It will be observed from this memoranda that the mint at Denver commenced operations as an assay office in 1864, and that there was deposited at that office the same year $486,320. The assay office at Helena, Mont., was opened in 1877. In that year the deposits in that office were $147,800 in gold, and $62,163 in silver. In 1837 the amount deposited at the mint in Philadelphia was $200,000. In 1838, the year in which operations were commenced at Charlotte, Dahlonega, and New Orleans, there was deposited at the Philadelphia mint $102,000, at Charlotte $137,000, at Dahlonega $135,700, at New Orleans $700.

From the following letter received from the Director of the Mint it will be observed that the amount of bullion is about three millions per annum, of which about 10 per cent. is gold, thus showing that the amount of bullion now refined at Saint Louis, from ores shipped there to be reduced, exceeds the amount of bullion deposited at all the mints and assay offices in the United States in the year 1838:

TREASURY DEPARTMENT,
OFFICE OF THE DIRECTOR OF THE MINT,
Washington, D. C., May 12, 1880.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, making certain inquiries bearing upon the establishment of an assay office in Saint Louis, Mo., as follows:

First. What is the amount of bullion refined at Saint Louis?

In reply to this question I would state that the amount of bullion refined at Saint Louis, as I learned upon a recent visit to that city, is about $3,000,000 per annum, of which about 10 per cent. is gold.

Second. What has been the coinage for the last ten months of the mint at New Orleans?

The coinage at New Orleans during the period named has been 4,231,000 silver dollars and $81,000 in gold coin.

Third. What is the distance from Saint Louis to New Orleans, and also from New York to New Orleans?

The distance from Saint Louis to New Orleans is 725 miles, and to New York 1,067 miles, and from New York to New Orleans 1,488 miles.

Fourth. What saving per 1,000,000 silver dollars would be effected if bullion could be purchased at Saint Louis at the New York rate, less cost of transportation, and sent to New Orleans at same rate as to New York?

In reply to this interrogatory, I would state that, assuming silver bullion could be

purchased, not above the New York rate, at Saint Louis, less cost of transportation, and upon the supposition contained in your letter, that the cost of transportation from Saint Louis to New Orleans would be the same as from Saint Louis to New York, I estimate that the saving to the government on $1,000,000 worth of bullion would be about $6,000.

Very respectfully,

HORATIO C. BURCHARD,
Director.

Hon. R. P. BLAND,
House of Representatives.

This shows that if the policy of the government heretofore adopted in reference to the mining interests of the country is to be continued, an assay office is imperatively demanded at Saint Louis. It will be unnecessary to go into the details to show the natural advantages of Saint Louis in this regard. Appended to this report is a statement of the Hon. Nathan Cole, a member of the Forty-fifth Congress from Saint Louis, giving this information. As a matter of economy it will pay the government to establish a mint at Saint Louis. It is shown from the letter of the Director of the Mint that if bullion can be assayed by the government at Saint Louis a saving of $6,000 on every million dollars can be effected in the cost alone of transportation to New York, in the purchase of silver bullion to be coined at New Orleans. The bullion refined at Saint Louis, owing to the fact that there is no assay office there, must be shipped to New York or Philadelphia for government assaying before the government can purchase it for coining purposes. The mint at Philadelphia is unable to coin all the gold bullion required to be coined at that place and the amount of silver bullion required to be coined under existing laws. Consequently, after this bullion is assayed at New York it is shipped from there to New Orleans for coinage at the mint there. So that it is evident that with an assay office at Saint Louis the bullion could be there assayed and shipped thence to New Orleans for coinage at a saving of $6,000 per million dollars. The amount of bullion coined at the New Orleans mint for the last ten months is $4,231,000. The amount of saving on three millions worth of bullion would be $18,000. Thus it will be seen that to establish an assay office at Saint Louis by which these three millions of dollars in bullion refined at that place may be there assayed and shipped to the mint at New Orleans the government will save $18,000 per annum in transportation. This will make an assay office a paying establishment from the beginning. This could not have been said in reference to the establishment of assay offices at Helena, Denver, and Charlotte, at the time they were established, and probably not even at the present time. But it is deemed to be the policy of the government to establish assay offices wheresoever by doing so the mining interest of the country will be perceptibly benefited.

The appropriations for this year for the assay office at Boise City are, for salary of assayer, who performs the duty of melter, $2,000; one clerk, $1,000; in all, $3,000. For incidental and contingent expenses, including labor, $6,000; making a total of $9,000. At Charlotte, N. C., for salary of assayer and melter, $1,500; assistant assayer, $1,250; in all, $2,750. For incidental and contingent expenses, including labor, $1,000; in all, $3,700. At Helena, Mont., the salaries of the officers are $5,950; wages of workmen, $12,000; incidental and contingent expenses, $12,000; in all, $29,950.

In view of the cheapness of fuel and of chemicals and labor in Saint Louis, as well as of all the commodoties entering into the economy of life, an assay office could be maintained at that point cheaper than at Helena, Mont., and at a cost not exceeding that at Boise City. The

building now occupied as a custom-house and post office at Saint Louis, the property of the government, will answer all the purposes of an assay office. This building was recently inspected by the Director of the Mint, and on his examination by the committee he stated that it was well adapted for the uses and purposes of a mint or assay office. This building, as soon as the new custom-house is completed, will be vacant and must be used by the government for some purpose or sold at a great sacrifice. Consequently the only expense attending the establishment of an assay office at that place will be the material and machinery necessary for that purpose. Inasmuch as Saint Louis is situated west of the Mississippi River, having many connections by railway with all the mining States and Territories west and south, it is fair to presume that with the establishment of an assay office in this city, thereby opening up a market on the part of the government for bullion, that more than sufficient bullion will be there assayed to supply the mint at New Orleans. Should this be so and the New Orleans Mint be made to coin at the rate of five or six millions a year—and it will be required to coin at its full capacity in the future—we observe a saving in this plan in the purchase of bullion on the part of the government of from $30,000 to $35,000 per annum.

But a consideration not to be overlooked is the necessity for a mint in the Mississippi Valley, and especially at the city of Saint Louis, where at least ten millions of bullion could be shipped and coined annually, thereby saving not only the cost of the transportation of the bullion from there to New Orleans, but also would greatly aid the distribution and placing in circulation of this amount of silver dollars. With these considerations so generally outlined in this report, together with others which may suggest themselves, should the policy of the unlimited coinage of silver by adopted, it is very evident that an assay office should be established at Saint Louis. The committee therefore report back the bill favorably and recommend its passage.

APPENDIX.

Statement of Hon. Nathan Cole, of Saint Louis, Mo.

WASHINGTON, *March* 25, 1878.

MR. CHAIRMAN AND GENTLEMEN: I do not propose in any argument I make this morning to antagonize any of the interests which have presented themselves for consideration. I recognize in all of these cities which have applied here for the privilege of having a mint located at these respective points very worthy and substantial competitors. I am very familiar with all of these cities, and as an American citizen I am proud of them all. In some of them I have property interests myself; but I feel this deeply, that if all the circumstances and advantages which point and gravitate to Saint Louis are permitted to work their natural results, the conclusion to which the committee will come, it seems to me, must be favorable to us, and will be that Saint Louis is the point—the great commanding point—for this mint.

I desire, therefore, to thank you for the privilege of stating to your honorable body some of the reasons why I regard the selection of the city of Saint Louis as a suitable place for the erection of a mint, soon, I trust, to be put in operation by our government, and I shall preface those reasons by asking the indulgence of the committee while I review briefly the history of our beautiful city, and the characteristics of its goodly inhabitants, as there are several of the gentlemen of this committee who have never visited it, or had the pleasure of seeing what we who live there deem to be the central jewel upon that pearly band which, stretching from the far-off flashing waters of the grand old Pacific, is studded with San Francisco, Denver, Kansas City, Indianapolis, Cincinnati, Columbus, Pittsburgh, Philadelphia, and New York, whose stately spires are reflected in the waters of the mighty Atlantic. Upon this belt of our continent, from its temperate climate, its productive soil, and its salubrious location, are to be gathered in the not distant future, the grandest, noblest, and richest communities of

the world, as the great waters of the ocean are by the action of the earth's movements heaped up at the equator in their profoundest depth and mightiest tides.

Saint Louis, Missouri, is situated in north latitude 38 degrees 37 minutes and 37.5 seconds, and in longitude 6 degrees no minutes and 45.29 seconds west from Washington. It is on the west bank of the Mississippi River, twenty miles below the mouth of the Missouri River, and has a commanding site, with beautiful suburbs and fine harbor. The city is built on a limestone formation undulating back, and rising to quite a high elevation. The climate is temperate, the water abundant and good, and fuel and food can be procured at the lowest prices. From its natural drainage a system of sewerage has been greatly facilitated. All of these causes combined have made it, as a comparison of the mortality statistics of the cities of the world shows, the healthiest of them all. I select from the statistics of the Brooklyn board of health a few figures illustrating this, being the ratio of deaths annually in each 1,000 of population:

New York	24.76	Berlin	22.01
Brooklyn	17.41	Dresden	21.05
Boston	20	Paris	28.00
Cincinnati	14.90	Dublin	35.07
Cleveland	14.44	Edinburgh	26.02
Richmond	18.11	Vienna	31.04
New Orleans	22	Calcutta	48.00
London	28.01	Saint Louis	9.65

The CHAIRMAN. Do you state that it is the healthiest city in the world?

Mr. COLE. Yes, sir. The report the statement is taken from is a statement made by the Brooklyn board of health, showing the comparative rates of mortality in various American and foreign cities, which I now hand you.

Saint Louis was founded February 15, 1764, by Pierre Laclede Laguist, and was intended at first to be a mere trading-post. It was named in honor of Louis the Fifteenth of France.

Although subject to the authority of Spain by the treaty of Paris of 1763, Saint Louis was practically under French control, and remained so until 1770. In 1780 the territory of Louisiana was retroceded to France, and on April 30, 1803, was purchased by the United States. The transfer of this vast domain took place at Saint Louis March 9, 1804.

Its early population were adventurers, hardy and mirthful, the French element largely predominating. Trade pushed its *voyageurs* up all the tributary streams; quite a commerce in peltries was established abroad, and when acquired by the United States Saint Louis is said to have contained 150 houses, with 1,500 inhabitants, exporting yearly furs to the value of $200,000.

The town was incorporated November 9, 1809. Its distance from Louisville then was a twenty-five days' journey, and a two months' voyage from New Orleans was considered fast time. The tow-path, trodden by the blistered feet of men, and the bateau, or keel-boat, were the mediums of transit.

On the 2d of August, 1817, only sixty years ago, the first steamboat, the Pike, Captain Reed, beat her slow and toilsome way up the waters of the great river, and anchored at the little French village—the wonder of the entire population of men, women, and children. Thence a new era dawned upon the happy but careless little hamlet. Population began to flow in, and trade and commerce to increase. Astor located the western department of his company there in 1819. Before this, Lewis and Clarke, the two great explorers of the western wilderness, had projected from thence their heroic expedition, and also from thence General Ashley afterward set out to explore the passes of the Rocky Mountains. Indeed, from this time on, it became the headquarters of all the great exploring expeditions of that vast domain and *terra incognita* which lay beyond, pushing its trade to the headwaters of the great Missouri, and establishing in remote and difficult regions its trading-posts with the Indian tribes of that country, and gradually breaking the way for the grand civilization which has so happily followed.

In 1821 the State of Missouri was born amid the throes and convulsions of the nation, and on December 9, 1822, the first mayor, Dr. William Carr Lane, a noble specimen of that historic race just passed away, was elected, and Saint Louis essayed to be a city. In her limits there lived then many citizens whose names have become national and famous in our history, Barton and Bates, Benton, Lucas, and O'Fallon, Geyer and Gamble.

The little city was not without its special trials. The panic of 1837 severely crippled its rising energies, while the great flood of 1844, unprecedented in the history of the country, threatened, and in fact almost swept away, the entire resources of the people tributary to it; then the plague and fire of 1849 fell like some awful visitation of the angry gods upon the devoted city, the former carrying off one-sixth of her population, and the latter greatly crippling her marine by the immense destruction of her beautiful steamers and sweeping away many hundreds of her business houses.

These disasters would, it seems, almost have paralyzed a less heroic and tenacious people, but they only seemed to nerve her with greater and still greater power and courage.

In 1851 she began, unaided by foreign assistance, that system of railways which has long since culminated in making her the *entrepôt* of a larger number of main trunk lines than center in any other city of our continent. Her career on and up to the war was marked with the most wonderful strides of development and progress. This sad calamity, however, could not but fall like the dark pall of sorrow upon a people who honestly divided in the differences which then prevailed, and which culminated for a time in alienation, suspicion, and open war.

When, however, peace, with her white-robed messenger of good-will to all, again made her home with us, her citizens were the very first to give expression to their joy by a happy and mutual coalescing for the common weal; and here permit me to say where wild war first reddened the sky with lurid flames and the earth with the blood of brothers, here these brothers struck hands, and I trust hearts, in the work of reconciliation from the heart, and which, while however differing as to opinions, has been always towards a common end, the prosperity of each, the fraternity of all.

I could go on to speak of her magnificent system of water-works, her extended gas-works, her wonderful manufacturing establishments, her superb public buildings, her renowned and unequaled parks, and last, but not least, her remarkably honorable merchants, manufacturers, and dealers, whose names have always been a synonym for integrity, fair dealing, energy and industry. Permit me here to exhibit the population, which illustrates her wonderful progress:

1799	925	1852	94,000
1810	1,400	1856	125,200
1820	4,928	1859	185,587
1828	5,000	1866	204,327
1830	5,862	1870	310,864
1833	6,397	1871	350,000
1835	8,316	1872	400,000
1837	12,040	1873	428,126
1840	16,469	1874	450,000
1844	34,140	1875	495,000
1850	74,439	1877	501,480

Mr. BREWER. In what manner are the last results which you give ascertained?

Mr. COLE. They are estimated. The last is taken from our city directory, and calculated upon the usual basis. This basis is fixed by the best information that we can obtain, and the estimate is, in the opinion of experts in the matter, rather under than over the truth.

Neither has this city been behind her more favored compeers in the matter of education, which had its early and warm supporters among the names I have mentioned, and others who aided in laying broad and deep those solid foundations of her own and her loved nation's grandeur. Her colleges, the Saint Louis University, the Christian Brothers, the Washington University, the Mary Institute, and others compare favorably with any in the broad land. Her more than sixty public schools, with nearly one thousand teachers and from forty to fifty thousand pupils; her medical schools; her churches of all denominations thickly studding her streets and bidding welcome to all her people; her fine hotels, are, as they should be, her pride and glory.

I must not forget to mention her great steel bridge, the creation of one of her own citizens, spanning the Father of Waters; in length 2,225 feet; two spans of 500 feet each, and one of 520 feet, being the longest span ever erected. These are framed of steel tubes sustaining truss-ribbed arches, fastened by charcoal-iron bracing the whole. The entire structure, costing over ten millions, is recognized as the finest bridge in the world.

By the last census she ranked as the third city in population and the fourth in manufactures. Comparisons since made, showing the capital employed in the production of forty leading manufacturing establishments, demonstrate an increase of 36 per cent. The manufactures now aggregate over two hundred millions annually.

With a river marine traversing fifteen to twenty thousand miles of water-ways, with sixteen trunk-lines of railways centering there, with ample banking capital and facilities, she is situated so as to distribute whatever is made in her borders so as to reach in the shortest time and at the lowest expense of transit a population equal to fully one-fourth of the people of the great nation.

I might go on, Mr. Chairman, to speak of the wonderful impulse given to the commerce of our city by reason of the improvements at the month of the Mississippi, by which the movement of grain the past year has increased many millions of bushels on that cheap highway of the nation, and by which we confidently expect to lay down grain and other cereals in Liverpool at a rate not exceeding twenty cents per bushel in the near future.

The CHAIRMAN. Do you mean for the whole transportation, by way of the ocean?

Mr. COLE. Yes, sir; river steamers and barges via New Orleans, and thence by ocean vessels to Liverpool; thus laying the people of the Old World under direct contribution to us for their daily bread at a cost which will fill their hearts with gladness, at prices heretofore unknown, develop the great and wondrous capacity of our virgin soil, and lay the foundations of exchanges which will make our city the peer of any in our beloved country.

I now ask your kind indulgence to the practical points which stamp our city as the special point, adapted as none other is in our whole land for the purposes of this mint which we appeal to you to bestow upon us, and thus make us happy by the benefaction, and at the same time respond to the best interests of many millions of your fellow-citizens, whose direct interests will be enhanced by such action.

I ask now to lay before you a map which I have had prepared, so that you can see how singularly fortunate we are situated as to the radii of cities and our general position with reference to the principal gold and silver bearing region of the Rocky-Mountains. (Mr. Cole here submitted a map to the committee, showing the location of the various cities, railways, &c.) Take the first circle of one hundred miles; in it we have Cairo, Odin, Pana, Springfield, Quincy, Moberly, Jefferson City, and Lebanon. Several of these cities contain a population of over 25,000 inhabitants. The second circle is two hundred miles; in it we have La Salle, Burlington, Muscatine, Peoria, Bloomington, Keokuk, Kansas City, Fort Scott, Pierce City, Memphis, Evansville, Terre Haute—all thrifty, enterprising, energetic communities, ranging from 100,000 down to 30,000, 20,000, 15,000, or 10,000 inhabitants. The next circle will embrace more prominent places still: Indianapolis, Chicago, Dubuque, Des Moines, Omaha, Saint Joseph, Leavenworth, Topeka, Fort Gibson, Little Rock, Granada, Nashville, and Louisville, all of which are cities of great importance, some of them the pride of the whole nation, with populations ranging from 10,000 to 25,000, from 50,000, 100,000, 200,000 to 400,000 people. The fourth circle embraces the magnificent cities of Vicksburg, Frankfort, Cincinnati, Milwaukee, La Crosse, Lincoln, and the rising cities of that great State just now teeming with active emigrants, Dallas, Paris, Sherman, Marshall, Texarkana, and others. The fifth circle or five hundred miles gives us the cities of Montgomery, Atlanta, Columbus, Detroit, Toledo, and those young but growing cities in Dakota, Nebraska, Kansas, and the Indian Territory. Our sixth circle gives us New Orleans, Mobile, Milledgeville, Augusta, Wheeling, Pittsburgh, Denver, Austin, and Galveston. Our seventh gives us Tallahassee, Columbia, and Buffalo. The eighth gives us Charleston, Richmond, Raleigh, Harrisburg, Rochester, on the southeast and east, and on the west lands us in the belt of the most wonderful and yet to be the most productive fields of precious metals the world has ever known and perhaps ever will know.

Asking your pardon, Mr. Chairman, for these preliminary remarks, I now proceed to the practical questions by which I propose to prove to this committee that our city is pre-eminently fitted to be your selection for the mint which our people so much desire to have in their borders.

First. We claim to be and are the cheapest fuel market west of Pittsburgh. This essential, so requisite for cheap living and cheap manufacturing, is of the most abundant supply in Saint Louis.

Mr. BREWER. The fuel to which you refer is coal?

Mr. COLE. Yes, sir. Not only do many of our railways run direct to the great coal-fields of Illinois, the first of which we strike within eight miles of our city, but the supply is found in inexhaustible quantities within the very limits of the city itself. I will now give you the receipts of the article for the past five years, to show you the magnitude of this trade, which is only as yet in its infancy. At present coal can be had at one dollar per ton on the Illinois side of the river, and it is apparent that the price of this article must now range, delivered at the various manufactories, at from $1.25 to $1.50 per ton for the finest grades of coal.

The CHAIRMAN. What did you say was the present price of coal there?

Mr. COLE. I have a letter stating that it is now $1.40 per ton.

The amount of coal received in Saint Louis in 1873 was 32,608,795 bushels; the amount received in 1874 was 29,823,050 bushels; the amount received in 1875 was 32,466,650 bushels; the amount received in 1876 was 32,073,125 bushels; and the amount received in 1877 was 35,856,850 bushels, of 80 pounds each.

The next in order to cheap living is the consideration of cheap rents. The supply of tenant houses, instead of diminishing since the panic of 1873, has been steadily increasing by the erection of new and more suitable dwellings for operatives and men of small means. Thus we find that we have built, in 1875, 1,972 houses; in 1876, 1,825, and in 1877, 2,115.

The prices of real estate and the cost of building having been greatly reduced, good, comfortable houses can now be had at a rate which before 1873 would have been impossible, and families can secure good, comfortable quarters at from five to eight dollars per month.

Next in order of cheap living is bread and meat. A good sound flour, suitable for

family use, now ranges from $3.50 to $4.50 per barrel; corn meal from $2 to $2.25 per barrel; potatoes, from 37½ to 60 cents per bushel; beef, 5 cents and upward; bacon, sides, from 6¼ to 7 cents; shoulders, from 4 to 4½ cents; hams, from 7½ to 8½ cents; eggs, from 7½ to 15 cents; butter, from 15 to 20 cents. The supply of cheap fresh meats at our packing-houses and beef-canning establishments, for those parts not usually cured, such as spare-ribs, tenderloins, hearts, livers, and other parts, are to be had at prices far below those named, so that families who wish to economize may have daily supplies of these parts—and they are of the most palatable and delicious character when suitably prepared—at a cost *per diem*, to a family of, say, five persons, not exceeding twenty cents per day. All other articles, vegetables, fruits, &c., in their season, may be had at prices which are upon the very lowest scale; so that laborers, at the prices now current, $1 to $1.25 per day for common labor, and $2 to $2.50 per day for skilled labor, can live comfortably even upon these seemingly low wages.

We now come to the chemicals required for the purpose of minting, all of which, as well as the metals required, are manufactured on the largest scale and at the lowest prices in our own midst. Sulphuric acid, 66° Baumé, at 1¾ to 2 cents per pound, which you are aware, Mr. Chairman, enters largely into the refining operation of bullion, and is therefore an important factor in the minting process. The Missouri Chemical Works are arranged upon a very extensive scale, and have for many years been the producers of large quantities of chemicals of the very finest quality, so that their goods have become standard in the markets of the country. Their present capacity, they inform me, is about three million pounds annually, which they say can at any time be increased to meet any demand which might be made upon them. They further state that they have fixtures and machinery, at the present time not in use, which would supply all the demands the mint would make, and in twenty-four hours they could have this machinery in operation. The quantity of nitric acid now used in refining bullion is comparatively small, but the same company state that they are prepared to furnish it in any quantity which may be needed, and at satisfactory prices.

Zinc, which is also used in the minting process, is smelted here in several of the largest smelting-works in the country, in very large quantities, supplying the extensive demand of the home trade, and exporting large amounts to other markets.

Having shown, as I believe, conclusively, that Saint Louis can furnish the cheapest fuel, labor, and chemicals of any city in the West, I beg to say that she offers in security to the government a decided preference over many of the competing cities; in fact, that at this point are the arsenal grounds and Jefferson Barracks, at which, for the most part, are stationed troops who, in any sudden emergency, could protect the valuable property contained in a mint. This fact was forcibly illustrated last summer, when our banks, fearful of mob violence, placed in the vaults of the United States Treasury large sums of money, in order that it should have the protection of the troops under General Davis, at that time in Saint Louis, the police department being withdrawn to protect the city and county property and the prisoners.

We now come to the commerce of Saint Louis, as showing that a city required to distribute some hundreds of millions of dollars in return for the products which naturally find a market there is, on this account, the proper place for the government to furnish the coin by which the exchanges are made, thus facilitating the exchanges of the country and returning to the mining and agricultural regions the coin itself in return for the products sold in the same market.

I will in this connection show you the amount of live stock received at Saint Louis for the year 1877 (which I take from a statement showing the number received for a period of twelve years). The number of cattle received was 411,969; of sheep, 200,502; of hogs, 896,319; of horses and mules, 22,652. Our receipts of provisions for the same year, 1877, are on a correspondingly large scale, being, in the aggregate, 45,482 barrels of pork, 2,310,677 pounds of hams, 45,893,295 pounds of meat, and 7,087,001 pounds of lard. Our packing-houses, in the year 1877, prepared for market 414,747 hogs, averaging, in gross weight, 255 pounds each, exclusive of the summer packing, which covered 102,353 hogs, averaging in gross weight 247 pounds each. Our receipts of flour for the same year amounted to 1,157,932 barrels; our receipts of corn, to 11,847,771 bushels; our receipts of oats, to 3,124,721 bushels; of rye, to 472,997 bushels; of barley, to 1,326,490 bushels; and of wheat, to 8,274,151 bushels.

We have twenty-six flour-mills in Saint Louis, with a daily capacity of 11,120 barrels. They made, in the past year, 1,441,944 barrels of flour. These, I think, you will find the largest flour statistics in our country. I will give you the receipts of groceries, that you may have some opinion of the extent of our trade in that direction. Of sugar, in 1877, we received 51,049 hogsheads, 66,103 barrels, 30,491 boxes, and 6,400 bags. Of corn-meal we received, in 1877, 13,075 barrels.

I now come to an article, the trade in which has begun to develop largely in our city. The gross receipts of cotton at Saint Louis for the cotton year ending August 31, 1877, show a falling off, as compared with the previous year, of 26,864 bales. This might seem to indicate a falling off in cotton business in our city, but the very con-

trary is the fact, for the net receipts—that is, the amount handled by our dealers and compressed in our warehouses—exceed those of 1875–'76 by 8,117 bales. The gross receipts would have been greater than ever before had it not been that certain restrictions placed upon the railroads as to the handling of cotton diverted receipts eastward via Cairo for several months.

The superiority of Saint Louis as a market has now been fully demonstrated; and the facilities given for the sale of the staple and the purchase of supplies is unequaled. Our facilities for handling and compressing the staple are not surpassed anywhere. The Saint Louis Cotton Compress Company is probably the most extensive establishment of the kind in the world, covering an area of eighteen acres, and having a storage capacity, under cover, of 75,000 bales, with a handling capacity of 250,000 bales, and capable of compressing 2,000 bales per day. The Factors and Brokers' Cotton Compress Company occupies an entire square, having a storage capacity of 18,000 bales and a compress capacity of 600 bales per day. Evans Brothers, at their compress, have a storage capacity of 15,000 bales and a powerful compress of 600 bales capacity per day. Saint Louis is now well established as a cotton mart, and has buyers constantly in the market from Eastern mills, as well as from Liverpool and other foreign markets. The unsurpassed facilities for economical handling and compressing cotton, the liberality of our factors, and the advantages of our city as a depot of supplies, all point to a rapid increase in the trade in the future.

The CHAIRMAN. Where does this cotton go to?

Mr. COLE. It goes mostly eastward; we manufacture considerable there. A very large amount goes east, on through bills of lading to Liverpool and other markets.

The CHAIRMAN. It does not go to New Orleans?

Mr. COLE. No, sir; it goes eastward by railroad.

The CHAIRMAN. Does none of it go by way of Memphis or Atlanta?

Mr. COLE. No, sir; we have a small trade in cotton that comes from those places, but not much. We get some cotton from Tennessee, but most of our cotton comes from Texas and Arkansas.

The CHAIRMAN. By what route does it go east?

Mr. COLE. It takes the various trunk-lines.

Mr. MULDROW. I suppose your numerous lines give you very low rates?

Mr. COLE. Yes, sir; we have the benefit of competing lines and of the lowest rates.

Mr. MULDROW. It would seem to me that Saint Louis would not naturally be a cotton-market by reason of its geographical position.

Mr. COLE. That it can be made a large cotton-market, the receipts will show.

Mr. BREWER. A great deal of your cotton is shipped, I suppose, by way of the Canadian route?

Mr. COLE. Yes, sir; by all of the trunk-lines, one or two of which go through Canada.

Saint Louis is destined, through her advantages resulting from her great manufacturing interests, which are growing all the time, to control a vast proportion of the cotton which shall be raised on the west side of the Mississippi River. I will show you the receipts since 1871, that you may understand the magnitude of this interest in this direction: In 1871–'72, she received 36,421 bales of cotton; in 1872–'73, 59,709; in 1873–'74, 103,741; in 1874–'75, 133,969; in 1875–'76, 244,598; and in 1876–'77, 217,734 bales.

Now we come to tobacco. We stand pre-eminently forth as one of the greatest markets of the country. I have here our receipts for many years, and shall give you therefrom our receipts for the year 1877. In that year we received 28,064 hogsheads of tobacco, and that I suppose is fully equal to three-fourths of the amount of the crop of the State of Virginia in one of her best seasons.

Now, lead. The change that has been wrought since the discovery and development of the argentiferous deposits of lead-ores in the Territories, in the production and consequent commercial value of the pig-lead, is perfectly marvelous and almost beyond comprehension. From being large importers of pig-lead, we have in the incalculable short space of two or three years reached that point where we are actually knocking at the doors of our transatlantic neighbors for a market for the already overproduction of our mines; and we are at the present time producing fully 10 to 15 per cent. more lead than there is being consumed in the country. The fact of this overproduction has the tendency of depressing the markets of the country to the extent which makes it questionable as to how long this state of things may continue or how long the article may rule without materially affecting the production thereof. The extreme low figures at which pig-lead is and has been ruling for some months has had the desired effect of stopping foreign importation, which was being used exclusively for the manufacture of fixed ammunition for the use of our Turco-Russian friends and others, by virtue of the Treasury drawback allowed thereon when re-exported, in addition to large shipments (of which one of a thousand tons is now being made) from San Francisco to the Chinese market. The new and extensive develop-

ments made and constantly being made through Southwest Missouri, Kansas, and Arkansas, and the contignity of the Territorial mines to Saint Louis, is destined at no distant day to make her the largest and most noted pig-lead market not only in the United States, but in the known commercial world.

There has been a considerable falling off in the local consumption during the past year, attributable mainly to the long-continued and extreme depression of all manufacturing interests throughout the entire country; but with a return of prosperous times the demand will doubtless increase largely, and the consumption in the future greater each year.

The four white-lead factories in this city manufactured during the year about 10,500 tons of white lead.

I will now give you the receipts in pigs since 1875, the pigs weighing 80 pounds each: In 1875, 579,202; in 1876, 665,557; and in 1877, 790,028.

We received of wool, in 1877, 15,521,975 pounds; of hides, 184,485 pieces and 106,641 bundles; of hay, we received 322,344 bales. I find that the freights received by the railroads at Saint Louis in 1877 amounted to 3,464,388 tons; the equal of 60 freight-trains of 20 cars each daily for 300 days.

The CHAIRMAN. What amount in money would this be?

Mr. COLE. I have not made an estimate of it. It would be probably about $200,000,000.

The CHAIRMAN. I mean the amount of freights paid in money. I wish to know the rates, in order to see how the cutting down of the rates affected the receipts.

Mr. COLE. I could not give the various rates of freight; they vary with the seasons and with circumstances.

I have here before me the transactions at the custom-house, which show that the duties collected during the past five years amounted to $7,233,982.04. That branch of the government is yearly increasing its receipts, and has been for the past five years.

Our post-office has a large business. In 1877 the mail-letters delivered numbered 9,878,658; mail postal cards, 1,259,976; drop-letters, 1,324,473; drop postal cards, 1,013,729; mail papers and circulars, 4,199,861; total money-orders, $8,704,163.20.

The exchanges are obliged to be made largely with us, and for this reason, I think, we are naturally such a place as will enable the government to secure substantial advantages in its coinage, not only as being less expensive, but more advantageous to the people. This is what I have undertaken to show.

I would here call the attention of the committee to the fact that in our machine-shops we can build all the machinery required for the mint at the lowest price, and in case of breakage can repair the same in the shortest possible time.

These figures will give you some idea of the immense traffic in the staples of human supply and industry; but they are only a few of the numerous articles of their classes which flow into our commerce, and all of which here find a ready consumptive or exporting market; all of which, to the value of millions of dollars annually, must be paid for in some way, either in the supplies of other articles or in remittances of cash, as I have before stated.

We have 32 banks, with a capital of $13,058,210, their loans and discounts and bonds amounting to $28,990,322; their savings and time deposits to $7,971,693; their current deposits to $19,139,231; their cash and exchanges to $9,041,974. By this it will be seen that our own home capital is abundant, and rates of interest therefore low, money being readily obtained at from 6 to 8 per cent.

Committee adjourned, and further hearing of Mr. Cole postponed until Wednesday, the 26th March.

WEDNESDAY, *March* 26, 1878.

(Remarks of Mr. Cole continued.)

Mr. CHAIRMAN AND GENTLEMEN: I simply wish to show by another comparison the health statistics of our city. Your honored and learned chairman was pleased to ask me a question respecting that point. I have before me the health report of the German Empire, published at Berlin on the 4th of February of this year. These reports are the standard reports of the world. Some of the cities marked are made up to the 5th of January, as Chicago and Philadelphia, and others up to the 29th of December. I am much gratified in looking over this report to find that the comparison more than sustains that made under the auspices of the Brooklyn board of health. I will read you a few for the fourth week in the month of January, 1878.

The CHAIRMAN. Does that column give the per cent. of mortality annually.

Mr. COLE. No, sir; it is a weekly statement. In determining the ordinary state of health throughout the world, for all practical purposes of comparison, the report for one week is a test.

The per cent. of mortality at Paris the 24th of January was 27.5; at London on the 26th January, 27.2; at Glasgow the 26th January, 26.6; at Liverpool the same date, 27; at Birmingham the 26th January, 24.2; at Manchester the same date, 26.3; at Stockholm the 12th January, 24.1; at New York, December 29, 22.7; at Brooklyn,

December 22, 16; at Philadelphia, January 5, 18.6; at Boston, 22d December, 16; at Chicago, 5th January, 12.5; at New Orleans, 22d December, 27.7; at San Francisco, 29th December, 15.6; and at Saint Louis, 29th December, 8.3—the latter being the lowest on the whole list.

The CHAIRMAN. The estimates are not made, I understand you, for the same week?

Mr. COLE. No, sir; they are made on reports obtained as near the same date as practicable. The 29th of December was as late as they could procure a report from Saint Louis in time for tabulation.

Mr. BREWER. Do the Brooklyn tables give the rate of mortality for more than a week?

Mr. COLE. They give us the annual rate.

The CHAIRMAN. Give the annual rate in New Orleans from the Brooklyn tables.

Mr. COLE. It is 22.

The CHAIRMAN. What is it in Saint Louis?

Mr. COLE. It is 9.65; 8.3 per the weekly Berlin report.

Mr. BREWER. What is it in Detroit or in Chicago?

Mr. COLE. Detroit or Chicago is not given in the Brooklyn report.

The CHAIRMAN. From that report it seems that New Orleans is healthier than New York and Brooklyn.

Mr. COLE. Yes, sir. If the vital statistics were collected they would be much in favor of the South; you would find less mortality than in the North. I think, taking the old line recognized between the North and the South, you would find a marked percentage in favor of the South. Indeed, I know it.

I desire now to speak of our reduction-works at Saint Louis. I have not within reach at this time the statements of the Saint Louis Smelting and Refining Company for the past year. This, however, I do know, that its business has been of very largely-increased proportions over that of any past year; and that, in 1875, 8,000 tons of gold and silver ore and bar bullion, worth between two and one-half and three millions of dollars, were worked, reduced, and refined at Saint Louis. This product is largely increased since, and the establishment is regarded as one of the most successful in the United States.

I think I have now shown the following facts:

First. That we are the most healthy city in the world.

Second. That we have the cheapest fuel west of Pittsburgh in the United States.

Third. That we have the cheapest rents.

Fourth. That we have the cheapest labor.

Fifth. That we have the cheapest food.

Sixth. That we have the cheapest chemicals and metals entering into minting operations.

Seventh. That we have the largest distributing capacity at the lowest rates.

Eighth. That we are nearer to the largest population of the interior West.

Ninth. That we have abundant capital; and,

Tenth. We would mention, as an additional inducement for the location of the mint at Saint Louis, that the government already owns in this city property admirably adapted to that use. The old custom-house and post-office building, a photograph of which is herewith submitted, is one of the most substantial buildings ever erected by the government. The plans were made in Washington, under the supervision of Major Bowman, then topographical engineer, and the building was superintended by Thomas Walsh, of Saint Louis. In size it is 125 feet deep by about 80 feet front, and three stories high over Third street and two stories under it, making in all five stories high. The style of architecture is Roman, with a heavy rusticated basement, supported by Corinthian columns and pilasters flanking the façades, and having a bold and massive portico in front surmounted by a pediment. The building throughout is fire-proof, the beams and girders being of iron, with brick arches turned or put in between them.

For such purposes as are required for the mint no more suitable building can be had, both for light and ventilation, by a small change in the interior. It is lighted externally on the four sides, and as it is internally divided into five bays or spans by rows of iron columns, the center span can be cut out or removed so as to form a rectangular court lighted from the roof by a large iron sky-light, lighting up the whole interior; and iron galleries can be constructed encircling the court, so as to admit of entrances to each apartment. This building will be vacated on the completion of the custom-house now being erected. If a temporary building should be needed, however, before the completion of the new government house, two or three suitable ones can be obtained at reasonable rentals.

If, therefore, your committee should, as we hope you may, select our city as the location, we believe that within ninety days thereafter the mint may be in complete and successful operation.

In locating the mint, the government will doubtless have in view not merely the convenience of regions now largely yielding, but the development of others to the

southward. It is believed that our great deposits of ore grow richer as they approach the Mexican border, and that our richest mines will yet be found when those deposits near our southern frontier shall have been pierced by the extension of the Atlantic and Pacific and Texas and Pacific Railroads. At no distant day a vast supply of precious metals may be expected from this quarter, and this product, whether shipped by the Atlantic and Pacific Railroad terminating here, or by roads running southward from Denver, will be delivered here at less cost than at any other proposed location.

Valuable mines have also begun to yield in Arkansas and Texas. Now, it will not be overlooked that the products of the Northern States of Old Mexico, by competent judges declared to be the richest of all the Mexican States in mineral deposits, will naturally seek an outlet by these railroads, if invited by a mint and the attendant smelting and refining works at this city.

I find that the gold and silver products of this latter country, from 1521 to 1804, were $2,027,952,000; from 1804 to 1848, were $768,188,420; from 1848 to 1874, were $702,000,000. These fabulous sums are but the rivulets of that golden and silvery stream which is yet to flow in unbroken channels and increasing power as our already-projected lines of railway enter farther and farther into this wondrous country, which, under a stable government and the aid of late processes, will surely astonish the world, and through which our vast indebtedness will be easily, promptly, and faithfully paid to the last farthing, leaving us even then the mistress of the world in the hidden wealth of precious metals, the vestibules of which we will only then have penetrated. Saint Louis is the natural gateway to this great treasury of the world, already penetrating it by several of her direct railways, and so wondrously situated as to control it by her capital, enterprise, and indomitable energy. Here, among these wilderness wastes, she first struck hands, as I have shown, with the Indian tribes who roamed wild and free over these now productive fields of metallic riches. Here she still holds commercial sway by right of eminent domain. Here she proposes to develop those industries which will make her the seat of a wealth which shall eclipse the Montezumas in their highest glory. Here, by your permission, she will stamp into convenient coin untold millions, to discharge the debts of the people, the corporations, the municipalities, the States, and the nation.

In closing, permit me to call your attention to the report of Dr. H. R. Linderman, of December 11, 1875, to the Secretary of the Treasury, in response to a Senate resolution of February 27, 1875, asking "information in relation to the establishment of a branch mint in the Western States on the Mississippi Valley."

This extract is taken from Dr. Linderman's report, which I have here. After speaking of Indianapolis, he says: "The city of Saint Louis, being situated nearer the center of the valley than any other principal city or railroad center possessing equal advantages in other respects for conducting coinage operations, would appear to be the proper location for the establishment of a thoroughly-equipped mint of a capacity for both gold and silver coinage equal to the requirements of the present and future."

Gentlemen, I am very much obliged to you for your kind attention, and am only sorry that I have taken so much of your valuable time.

The CHAIRMAN. How far has the building of the new custom-house and post-office progressed?

Mr. COLE. They are now raising the last story, that is, the short story next to the roof; I had hoped we should have got it under roof this year.

The CHAIRMAN. Has the appropriation been made covering the whole, or do you depend upon further appropriations?

Mr. COLE. We are depending on further appropriations. The probabilities are that we shall receive the same appropriation which our neighboring cities receive, which will very nearly put the roof on. If this building was completed, the present one is admirably adapted for the purposes of a mint, on account of its location, its strength, and its general interior capacity. If not so used, it will have to be sold. I do not know what the government will do with it. To sell it would be at an enormous sacrifice.

The CHAIRMAN. Why was the new building erected for a custom-house and post-office?

Mr. COLE. The first one was entirely too small for the greatly increased and increasing demands of the government.

The CHAIRMAN. Do you think the authorities there would furnish a building for the government until, the new building being completed, this building is vacated?

Mr. COLE. Yes, sir; I think they or our people would most cheerfully.

Mr. BREWER. Does the United States court meet in this building?

Mr. COLE. Yes, sir. I am satisfied that the citizens would undertake to furnish the necessary building until the new custom-house is completed. The old building cannot be used for any commercial purposes on account of its peculiar construction.

The CHAIRMAN. Do you know the cost of this building (the present custom-house)?

Mr. COLE. I do not know the cost. I presume it was probably two or two and a half millions of dollars.

Mr. BREWER. Is it situated in the business portion of your city?

Mr. COLE. It is on one of the most frequented thoroughfares of the city.

Mr. BREWER. Would it not, if you were to put machinery in it to be propelled by steam, create a nuisance?

Mr. COLE. Not at all. We have running in that vicinity many large printing establishments run by steam, and nobody complains.

The CHAIRMAN. Of what material is this building composed?

Mr. COLE. It is of stone—cut stone.

Committee adjourned.